



Minnesota Transportation Museum



**MINNEGAZETTE**

July/August 1984

## About the Cover

MTM's Northern Pacific steam engine 328 exhausted plenty of steam and smoke on May 5 as it hauled the Twin Ports parlor car and NP caboose No. 1631 from the Minnesota Transfer Railway yard near University and Cleveland in St. Paul to the railroad storage yards inside the Twin City Arsenal plant in Arden Hills. The train is pictured northbound by the approach signal to M&O junction just north of the highway 280 and 36 intersection in Roseville.

The engine dropped off the Twin Ports at the Arsenal and brought back one of MTM's two Rock Island commuter coaches and Great Northern coach No. 1213. This maneuver also served as a training session for the museum's firemen and engineers for the coming operating season as well as a shake-down run to see that 328 was in good running order. Photo by **Bob Ball**.

## Streetcar is Reason People 'Like It Here'

Riding the Como-Harriet streetcar is one reason why the people of Minneapolis like it here, according to the new advertising campaign launched recently which extolls the virtues of living here. A new "Minneapolis, I Like It Here!" logo and song campaign hit the media in late spring. The voice-over in most of the radio ads compliments the city's older mode of transportation, "the old-time streetcar that runs through town," as one of Minneapolis' biggest assets. Right on!

## Next Membership Meeting Changed to August 7

The next general membership meeting, originally scheduled for Tuesday, July 24, has been pushed back *two weeks* to Tuesday, **August 7**. It still will be held at the Technical Vocational Institute at 235 Marshall Av. near downtown St. Paul. The easiest way to get to the TVI is to take the Marion St. exit off of Interstate 94 (from

either direction) near the State Capitol area. TVI is located on the south side of I-94. Marshall Av. is one-way (south-bound) at that point. There is free parking on the west side of the 4-story building. Use the main center door and look for the auditorium. The building is air-conditioned so we hope to see you there.



Car 265 passed a sun worshiper on the archery range curve near Lake Calhoun in late May. Photo by Aaron Isaacs.

## Calendar of Events

NOTE: Some of the scheduled railroad operations are *tentative* and subject to change or cancellation.

**Aug. 7:** General membership meeting, Technical Vocational Institute, St. Paul.

**Aug. 18:** MTM railroad picnic at New Brighton. All MTM members invited.

**Sept. 1:** Surprise railroad operation.

**Sept. 3:** Como-Harriet Streetcar Line ends daily service; runs weekends of Sept. 8/9 and 15/16 only.

**Sept. 16:** MTM streetcar picnic at Lake Harriet. All MTM members invited. Scheduled early end of Como-Harriet Streetcar Line operation for 1984 due to construction of third car barn.

**Sept 21-25:** Association of Railway Museums (ARM) Convention, hosted by the Ontario Electric Railway Association of Toronto, Ontario, Canada.

**Sept 25:** General membership meeting, Northwestern National Life Ins. Co., Minneapolis.

**Sept 29:** Carleton College football special to Northfield; 328 steam train.

**Nov. 2-4:** Tourist Railway Association, Inc. (TRAIN) Convention, hosted by the Valley Railroad Company of Essex, Connecticut.

**Nov. 27:** Annual meeting and election of officers for 1985, Burlington Northern auditorium, St. Paul.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

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## Steam Excursion to Hudson a Huge Success

May 19, 1984 will go down in MTM's history as a red letter day. We ran what all involved agree was the best operation of a railroad passenger train in our short three years of steam passenger experience.

From the light-up crew arriving at the Minnesota Transfer Roundhouse at 5 a.m. to the closing of the doors at the Roundhouse at 6:45 p.m., the events of the day were just outstanding.

The light-up crew of **Ken Snyder, Orville Richter, Pat Campion, Mike Reardon** and **Bob Ball** had the engine hot and ready for the road crew of Engineer **Jim Bertrand**, Fireman **Dave Rushenberg** and Student Fireman **Bob Ball** so that the train could depart for the Midway Amtrak Depot on time.

After arriving at Amtrak at 8:50 a.m., the mechanical crew of **Terry Spangler, Jeff Braun, Dick Kasseth, Bob Renz, Ron Beck, Bob Clark** and some of the previously-mentioned members proceeded to check the train and ready it for the passengers already gathering at the station.

The train crew of Conductor **Scott Heide- rich**, Assistant Conductor **Wendell Gilkerson**, Brakeman **John Larson** and Assistant Brakeman **Ward Gilkerson** checked the interiors of the cars and met with MTM's V.P. of Railroad, **Bernie Braun** and car hosts **Dave Aanerud, Walt Baillon, Patti Barthel, Susan Braun, Marcella Gilkerson, Bill Graham, Jay Halvorson, Janet Haviland, Jeff Haviland, Gary Heininger, Jill Heininger, Tony Jenkins, Richard Jenkins, Jim Kelleher, Greg Koon, Hudson Leighton, Loren Martin, Bob McNattin, Pete McNaughton, Lee Rushenberg, Elizabeth Sirian, Linda Thorson** and **Martin Withuski**. **Ken** and **Dorothy Wingard** were scheduled but unable to make the trip because of a family illness.

**Betsy Snyder** brought a fine supply of beautiful flowers and set up a bouquet of cut flowers at each table on the dining car. Dining car? Yes, we even had a dining car, the former Great Northern "Lake Michigan," thanks to the generosity of **Dick Lenthe**.

After loading the train of 350 passengers, a sellout, we departed Amtrak at 10:05 a.m. for Hudson, Wisconsin. The train consisted of MTM's Northern Pacific steam engine 328 and tender, NP Triple Combine coach 1102, Great Northern coach 1097, the Lake Michigan diner, GN coach 1213, GN coach 1096 and Rock Island coaches 2604 and 2608.

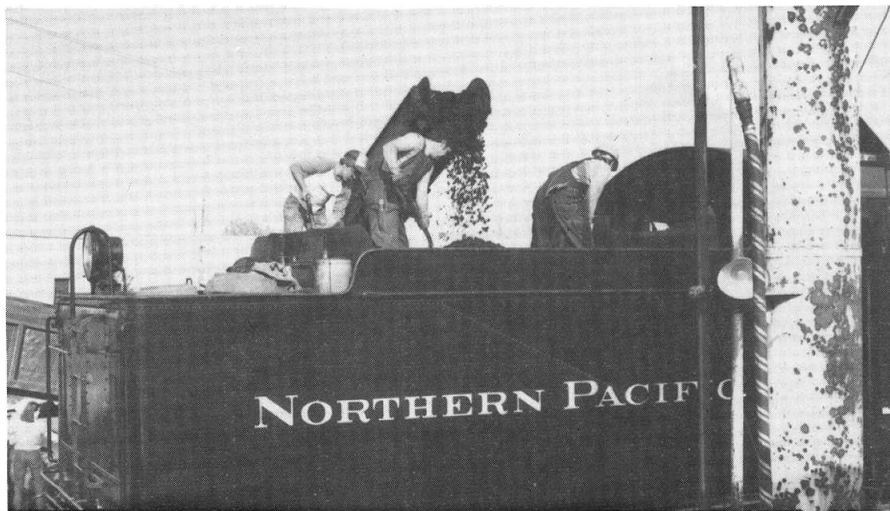
At 10:22 a.m. we departed St. Anthony and, at 10:50, left east St. Paul with Chicago & North Western Railroad clearance to

run "extra" to Hudson and return. After a short stop for track work east of St. Paul, we arrived in Lake Elmo for water at 11:35 a.m. We departed Lake Elmo at noon and arrived in Hudson at 12:30 p.m., completing the wyeing of the whole train at 1:05.

Dinner on the diner was an added extra attraction (for an extra \$5) and 300 of the 350 passengers chose to relive this ex-

perience of the past — "eating out on the rails." There were seven seatings for dinner on the "Lake Michigan" and what a fine meal our caterers, **Professional Catering Service**, put out.

We received many compliments from our passengers. Thanks go especially to **Jane Knutson** and **Dan Hansen** from the catering service for their fine service on the



MTM's coal conveyor dumped coal into 328's tender in preparation for the May 19 excursion to Hudson, Wis. Spreading out the coal in the tender were (from left) Jeff Braun, Mike Reardon and Pat Campion. Photo by Bob Ball.



The 328 steam train smoked the skyline as it climbed westbound out of the St. Croix River valley during the Hudson excursion on May 19. Photo by Frank Sandberg.

train. Many of the previously-mentioned MTM car hosts worked in the diner helping to serve meals, supervised by **Hudson Leighton**.

The weather was absolutely fantastic during the entire trip. Upon arrival at Hudson, Wis., everybody got a chance to get off the train, walk around, take pictures and enjoy the weather, or eat in the diner if it was their turn.

As we prepared for departure, we received new train orders. We were to meet Extra 6856 East at Hudson before proceeding back to St. Paul. At 2 p.m. we moved our train to the westbound main track at Hudson and reboarded our passengers to await the arrival of the Extra East.

After Extra 6856 passed us at speed at 2:45, we crossed the swing bridge back into Minnesota to begin our assault on the hill out of the St. Croix river valley. Even with this heavy train, 328 was equal to the task. We can thank our new engine crew of Engineer **John Winter**, Fireman **Orville Richter** and Student Fireman, **Ken Snyder**

for their hard work.

We stopped off at Lake Elmo at 3:20 for 10 minutes of watering and then it was off to St. Paul. MTM wishes to thank the City of Lake Elmo and their Volunteer Fire Department for their able assistance with the fire engine in filling up the tender. Their outstanding cooperation has been appreciated by the museum now for three years.

With no further delays, we found ourselves passing Westminster Tower at 4:09 p.m. and St. Anthony at 4:30. We arrived at Amtrak at 5 p.m. and our passengers departed with many comments heard about that fine excursion put on by MTM. After dropping off the cars, the fire was being dropped on 328 at 6:15 and the Transfer Roundhouse was once again quiet by 6:45 p.m. All in all, it was one of MTM's finest days.

MTM owes a lot of gratitude to **Jerry Panning**, C&NW assistant vice president and division manager, and to the men and women of his division who helped us. We especially want to thank **Barry Michaels**, assistant division manager of transporta-

tion, **Tom Murphy**, terminal superintendent, **Carl Nelson**, engineer/pilot and **Tom Allee**, conductor/pilot, all of whom rode the train and provided that strong professional support so necessary for a good trip.

We also wish to thank our friends at **Amtrak** for their cooperation in our use of their station for passenger boarding. As has come to be the norm of late, we thank the **Minnesota Transfer Railway** for their fine support throughout the year without which, we could not run at all. Also a special thanks to member **Bill Cordes** who chased the train with fellow member **Grant Arneson's** pickup truck to provide garbage pickup at Hudson and at Amtrak.

Finally we must thank all of the MTM members who have supported our restoration and maintenance activities throughout the years which made possible the equipment we were able to use on this trip. Again, a big congratulations to MTM and all concerned for a job well done.

**Scott Heiderich**  
Museum Reporter



NP steam engine 328 and tender pulled a Rock Island commuter coach and Great Northern coach 1213 southbound near the M&O approach signal just north of the highway 280 and 36 intersection in Roseville on May 5. The train was returning from Twin City Arsenal after an exchange of rolling stock (see related story in "About the

Cover" on page 2). Getting a good view from the tender (which was leading the train back to the Transfer) were (from left) Lee Rushenberg, Bob McNattin, Don Schlais, Mike Reardon and Ward Gilkerson. Riding in 328's cab were Ken Snyder, Dave Rushenberg and John Winter. Photo by Bob Ball.



## MTM Steam Train Runs Record 10 Days in Row

The museum completed another first in June when it's steam railroad operation became a daily operation for an extended period. The NP 328 steam engine was fired up from June 15 to 24 — 10 consecutive days — to participate in two civic celebrations; the St. Paul "Riverfront Days," which ran from June 15 to 21, and the New Brighton "Stockyard Days" which ran on June 22, 23 and 24.

### Riverfront Days

On Friday, June 15, the MTM steam train departed the Midway area for the Fillmore Branch of the C&NW Railroad, known in the past as our "Lilydale runs." Good weather and good cooperation from the railroads saw us arrive at Water St. and Nagasaki Road in good time to await our scheduled 5 p.m. operation for the public during St. Paul's "Riverfront Days" celebration.

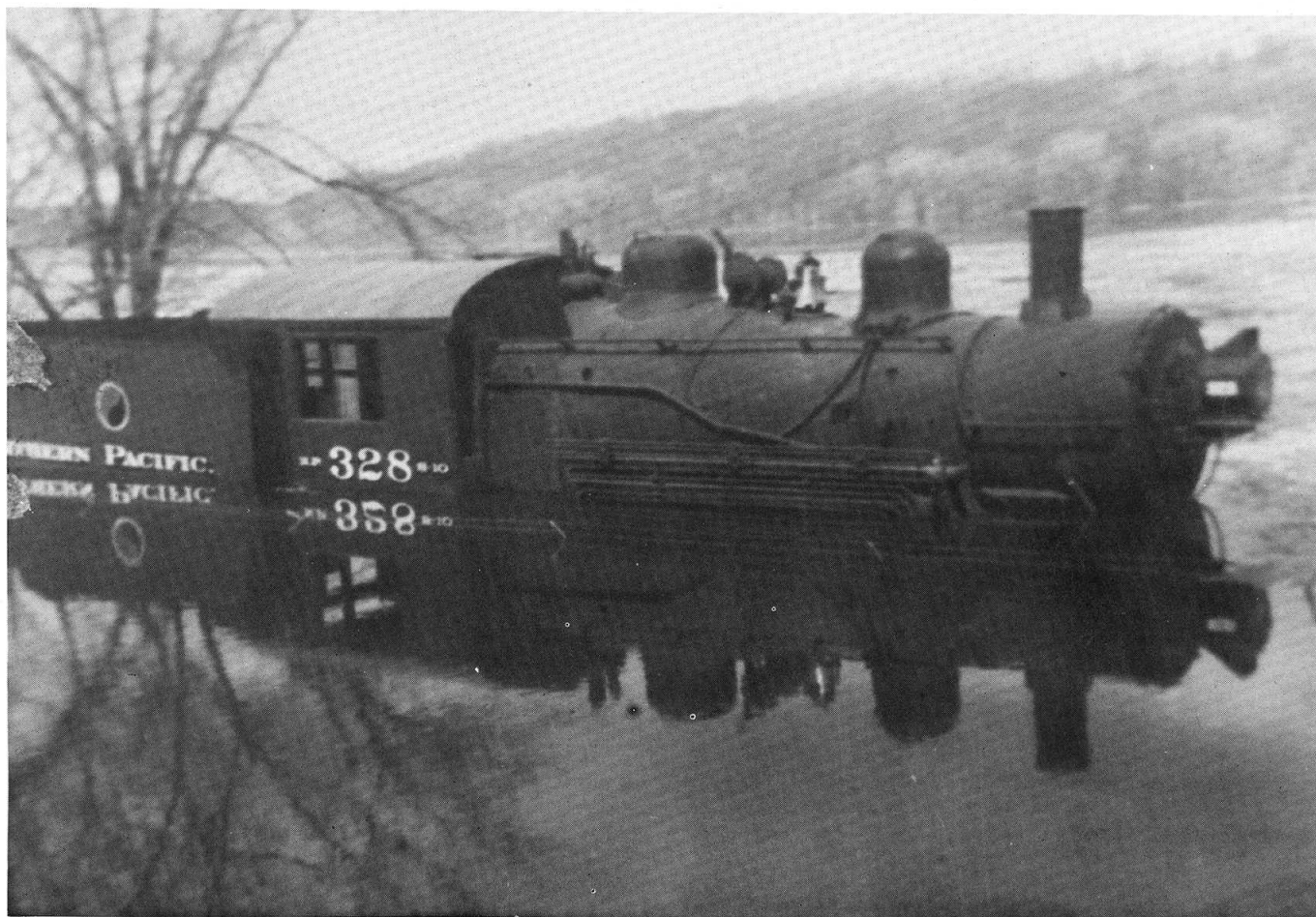
The train consisted of NP steam engine 328 and tender, Rock Island coaches 2604 and 2608, and GN coaches 1097 and 1096. The NP caboose 1631 and GN coach 1213 came along for support purposes only. It was the beginning of a long week at this location — much longer than most of us thought possible.

Our start time of 5 p.m. arrived with no passengers and, not too much later, the rains that were to continue all weekend. Those with experiences in southeast Asia would have compared the weekend to the monsoon season felt yearly in that part of the world — steady, almost constant rain and always overcast.

Our loads were very small and the whole festival suffered from the lack of people. It also turned out that the festival was, to a large extent, a "Rock Bands" operation with a few beer tents. The people who did come down in the evenings were not interested in our train.

On Monday, Tuesday, Wednesday and Thursday nights, the weather improved and so did the ridership. But we carried only 2,138 passengers the seven days we operated there. Our income was a little more than our expenses and, most important, many members did get a chance to train as firemen, engineers, conductors, brakemen, car hosts, ticket sellers, platform attendants and carmen. We also found out how hard it is to run for so many days in a row. Our thanks go to those stalwart individuals who guarded the train all night and during the day when we weren't running. **Jeff Braun** deserves special thanks as he spent nearly 24 hours a day at the "Riverfront Days" site.

A general thanks to all the members who spent some time at the Fillmore Branch. It may have been our last excursion on the 2-mile siding as it seems that the last industry on the line is leaving. The C&NW is planning on laying welded rail on the



No, this photo was not taken during our railroad operations at St. Paul's Riverfront Days celebration in the monsoon rains that plagued us on June 16 and 17. It was the St. Croix River that covered 328's drivers as it sat on display at a riverfront park in Stillwater during the record spring floods

in April 1965. The damage done here was just another obstacle that the MTM volunteers had to overcome during the five-year restoration of this venerable old teapot in the late 1970s. Photo by Mel Wolff; courtesy of Frank Sandberg.

mainline and pulling the switch to the siding that we have used the last three years. It is uncertain if the city of St. Paul will buy the land with the track intact.

Late Thursday night, June 21, after our last run, our crews, with C&NW assistance, ran the train back to the Minnesota Transfer Railroad and parked it for a Friday noon departure for our next excursion in New Brighton.

## New Brighton Stockyard Days

On Friday afternoon, June 22, the MTM steam train left the Transfer's Raymond Av. yard for a trip up north to the fair city of New Brighton and their annual "Stockyard Days" celebration. Two trips were run on Friday night from our loading spot on the south side of New Brighton to Central Av. and return. These trips were operated for our friends in New Brighton who put on the "Stockyard Days" festival.

This time the weather was absolutely perfect the entire weekend. It was sunny and dry and not too hot so the public and our crews were comfortable throughout the weekend.

Our train consisted of NP 328 steam engine and tender, RI coaches 2604 and 2608, and GN coaches 1097, 1096 and 1213. On Saturday we ran 10 round trips carrying 1,663 passengers. On Sunday we operated 8 round trips carrying 1,665 passengers. We operated on about an hourly basis with



NP 328's black smoke and loud whistle draws a crowd wherever it goes. It attracted crowds to the St. Paul "Riverfront Days" celebration on June 17. Part of the downtown St. Paul skyline can be seen at the left. Photo by Loren Martin.



Jim Bertrand engineered Northern Pacific 4-6-0 steam engine 328 and passenger train along the Mississippi River during St. Paul's "Riverfront Days" celebration on June 17. Photo by Loren Martin.

our 350-seat train and several of the afternoon trips were sellouts.

Marty Withuski and several other members operated a souvenir sales tent at both "Riverfront Days" and "Stockyard Days" and they reported very good business. After the last run, the train was returned to the Raymond Av. yard and roundhouse and, for many dedicated members, a long 10 days of operations finally came to an end, but on a high note. Thanks again to all.

Scott Heiderich  
Museum Reporter





## Denver & Rio Grande in the Twin Cities

I was certainly pleased to see my Minnesota Transfer photos in the November/December 1983 *Minnegazette*. I have enclosed three more photos in hopes that someone can answer a question about them. These are photos of three Denver & Rio Grande Western engines taken in St. Paul on October 11, 1947. One is Mikado No. 1208, which is also leading D&RGW Mountain No. 1550. Another shot shows No. 1551 by a roundhouse. A third shows Mikado No. 1205 taking on coal. I have other negatives showing D&RGW engines in St. Paul taken the same day, and they seem to be well-documented, so I feel sure they are in St. Paul, not mismarked.

I understand that these engines worked on the Missabe Road in the summer of 1947, and they were probably on their way home when these shots were taken. Can anyone tell me where these shots were taken — what railroad shops? Perhaps someone might recognize the roundhouse, or the fence by the coal tower or, in the photo of 1208, the flat or slightly-rounded roof water tank to the right of the one that shows behind the tender.

I grew up in St. Paul but I was more familiar with the shops and yards in Minneapolis, but I don't recognize anything in the photos. I would really like to hear from someone who does recognize them.

I have been following the streetcar stories with much interest, as the TCRT was a major means of transportation for me until late in my days at the "U." I was particularly interested in **Robert Cumbey's** comments on the Interurban line, particularly the note about detouring through the Snelling Shops.

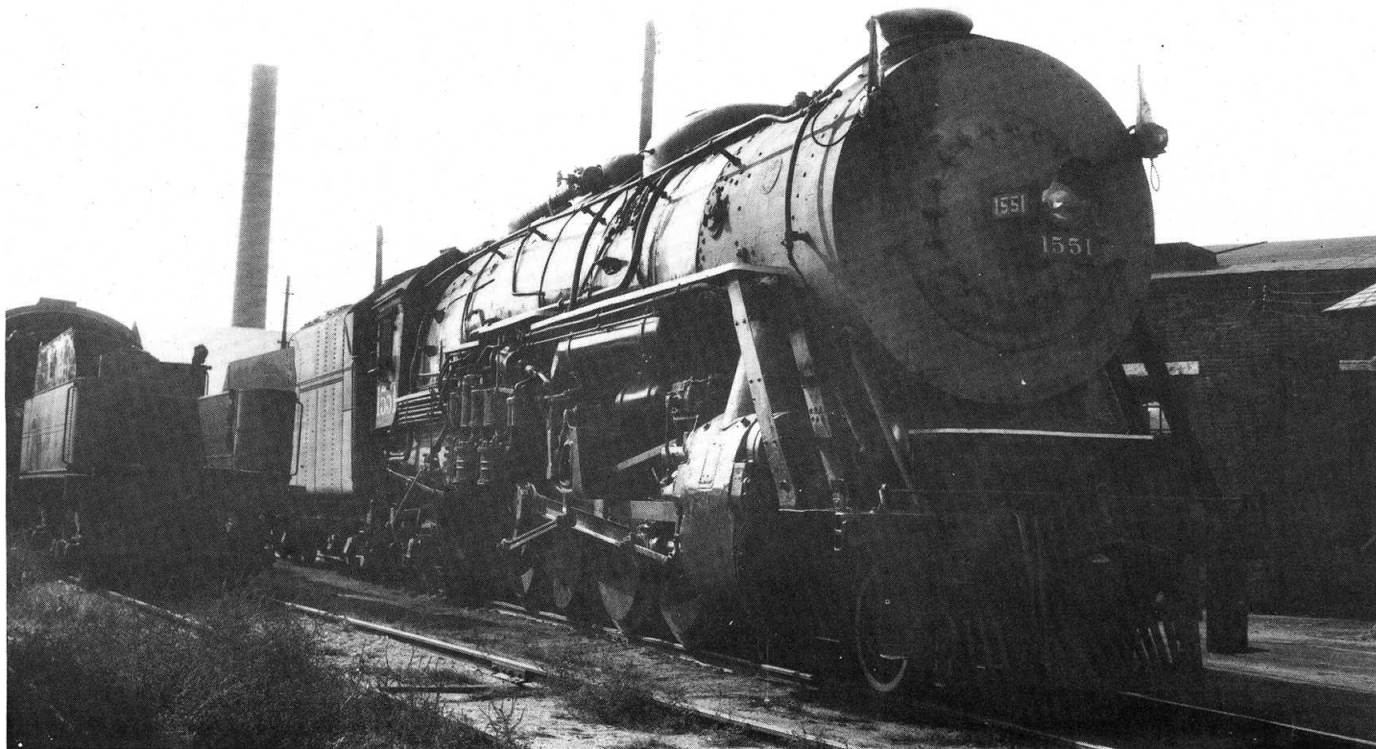
There was one run that did go through the shop trackage when I was in high school. This was a special that was put on to take Murray High School students to Central Stadium for football games in about 1947 or 1948. I don't recall if it was scheduled for more than one year, but I rode it several times. The car must have started from Eustis St. on the Como-Harriet line. It picked up students in St. Anthony Park, ran to Snelling Av., south on Snelling to University, and through the Snelling Station somehow. I don't know

why it went into the station, except I don't think there was any way for it to turn east on University from Snelling without going in.

As I recall, we went across University, then into the station about half a block south. Once in the station, we had to switch around a bit and they had to change the trolley pole at one point. I think they wyeed the car. Some smart kids aboard the streetcar knew that interior lights were in series, and that if you unscrewed one bulb, several would go out. If you unscrewed enough of them, the car would be dark when they got the trolley pole back on the wire!

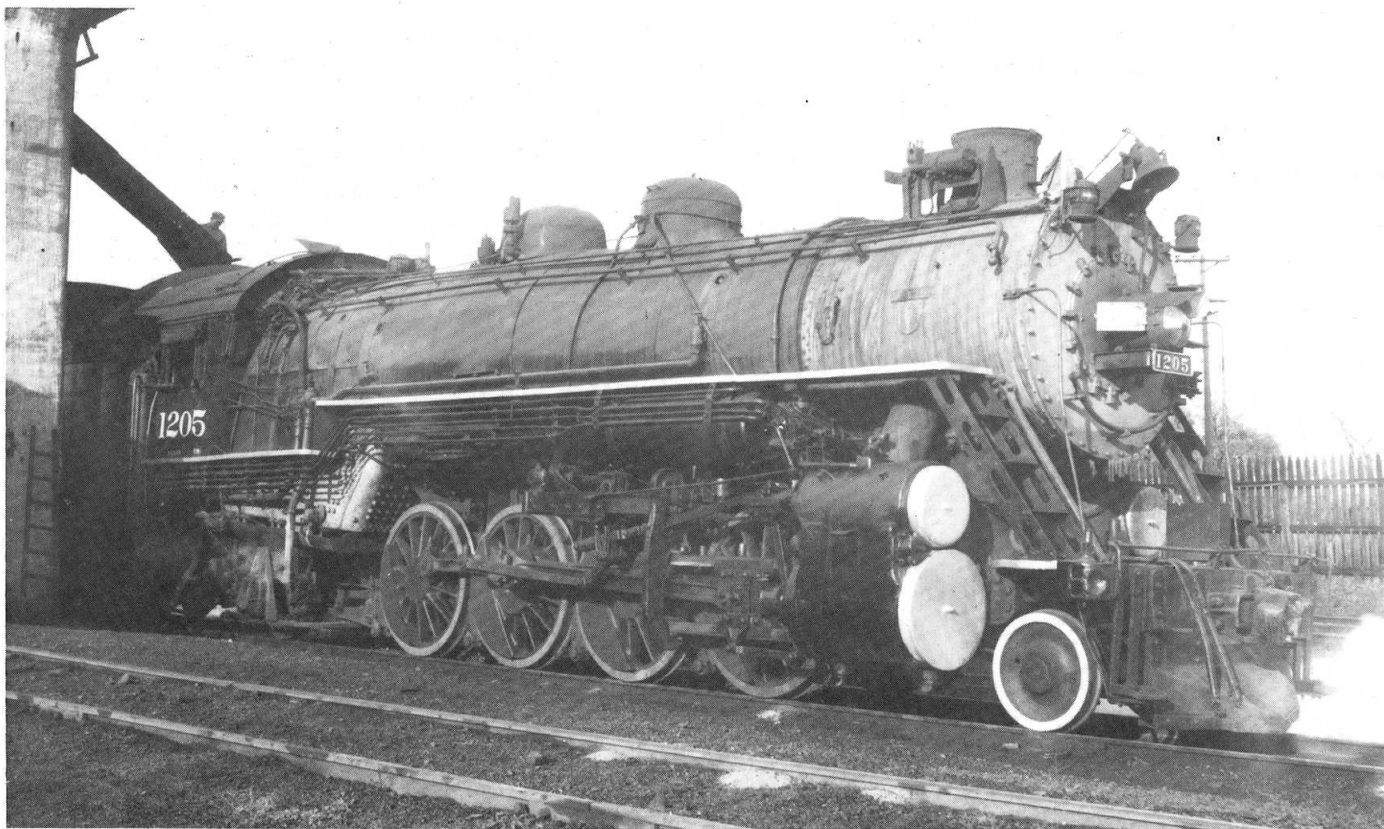
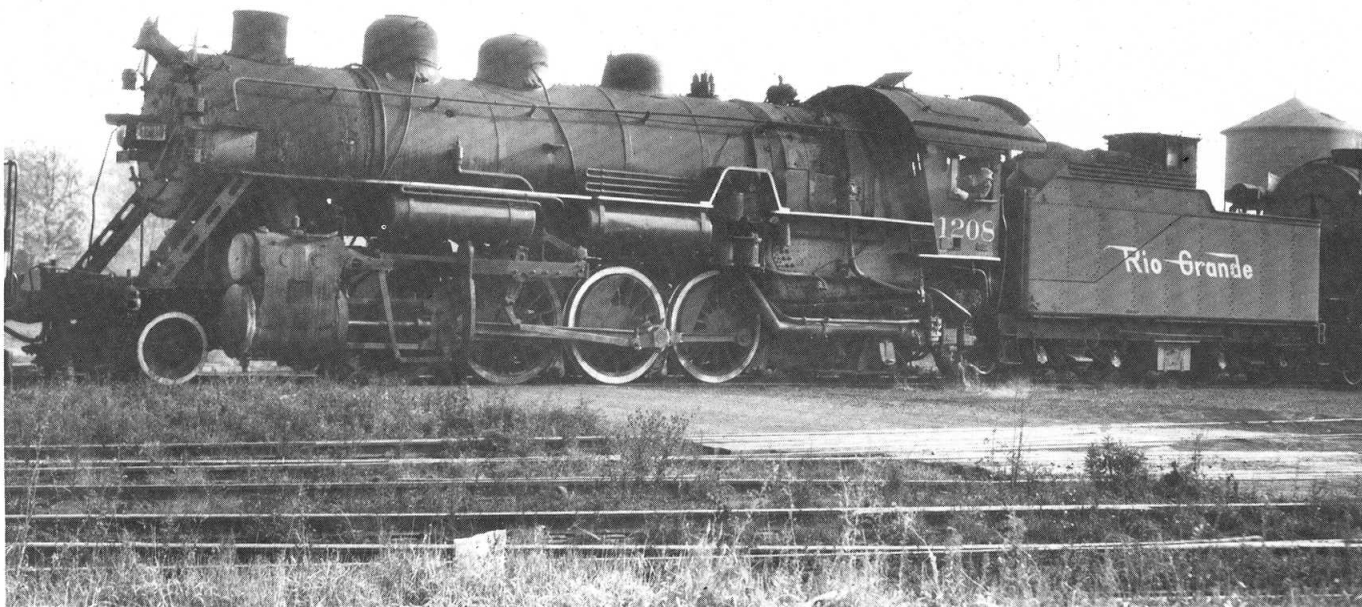
Once the car was pointed right and the lights went back on, we went out on University and headed east. I believe we got off the car at about Dunlap St. and walked about a block or two to the stadium. I guess the return trip was the same, and we must have gone through Snelling Station on the way back also.

I do remember, however, that the students didn't mess with the light bulbs more than once. The TCRT conductor reported



Denver and Rio Grande Western 2-8-2 Mountain steam engine No. 1551 (formerly Norfolk and Western No. 207), at a roundhouse in St. Paul on Oct. 11, 1947. This engine, along with D&RGW Mikado's 1205 and 1208, stopped for

refueling before heading back out to Colorado from Minnesota's iron range. Photo by R. B. Graham; Gordon C. Bassett collection.



Denver and Rio Grande Western 2-8-2 Mikado-type steam engines No. 1205, top picture, and No. 1208 in St. Paul on Oct. 11, 1947. The two Mikados, along with 2-8-2 Mountain steam engine No. 1551, were enroute from summer duty on

the DM&IR in northern Minnesota to their home in the Colorado Rockies. Photos by R. B. Graham; Gordon C. Bassett collection.

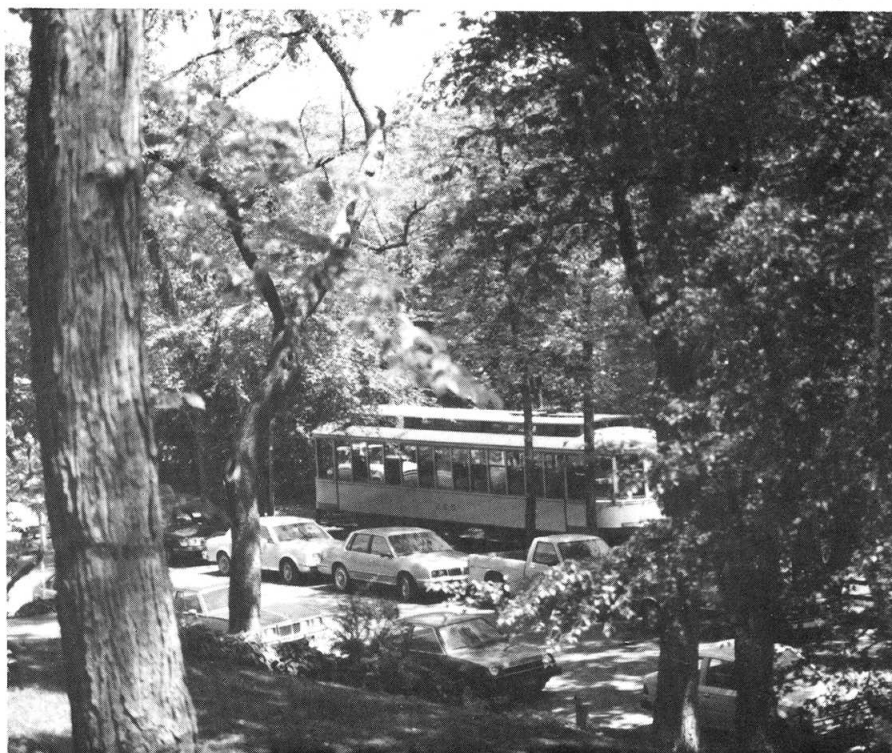


the incident, and someone called the school. The assistant principal called an assembly and told the school in no uncertain terms that this wasn't proper conduct, and that it would NOT happen again. Those being simple days when high school students listened and believed, it didn't happen again.

Something else that caught my eye in the March/April **Minnegazette** was the item about tearing out the Washington Av. viaduct. It was mentioned that automobiles tried to use the center lane *after* the streetcar tracks were taken out. I recall that nearly every winter someone would try to drive through the center lane when the streetcars were still using that lane. This usually happened late at night or when someone wanted to pass a slow-moving truck. Although there were plenty of signs and lights to warn motorists that the center lane was for streetcars only, someone often would try it.

In the winter, the snow, ice and ruts in the center lane were too much for an auto, and it usually got completely stuck less than half way through, blocking the car line until a wrecker arrived. It was a good picture in the paper on a slow day. I recall also that it was not unusual for a tall truck to get wedged under the viaduct from time to time. If it wasn't going too fast when it hit, it was possible to deflate the tires and drag it back out, but occasionally there was a real mess under there.

Sincerely,  
**Gordon C. Bassett**  
Colorado Springs, Colorado



Duluth streetcar 265 headed down the right-of-way from the carbarn to 42nd St. during revenue operations Memorial Day weekend as seen from the front yard of one of the homes that line Queen Av. S. Photo by Aaron Isaacs.



## New Lake Harriet Pavilion Closer

The grand days of huge concerts at the lavish Lake Harriet band pavilions may return in the near future. Interest has swelled recently in constructing a large, modern pavilion from which to hold the popular outdoor concerts. The site has had many large pavilions in the past, all lost to fires or storms.

The last great pavilion blew down in 1925 and was replaced by a small "temporary" structure in 1927 which today, still serves the bands that choose to play at Lake Harriet. However, the current pavilion, which resembles a large double garage, is deteriorating rapidly and must be replaced soon.

Large recent donations mean that a new pavilion may not be far off. The bottom line, of course, means greatly increased traffic at the site and for the Como-Harriet Streetcar Line. A long-running desire of the museum line has been to provide a functional service by shuttling concertgoers between remote parking areas and Lake Harriet, just like the old days. A new band pavilion and streetcar line extension could make that desire a reality.



NP 328 and tender, followed by NP Triple Combine coach 1102, which recently had its trucks overhauled, and Rock Island coach 2604, hauled passengers to Lilydale during the St. Paul "Riverfront Days" celebration on June 17. Jim Bertrand was the engineer. Photo by Loren Martin.

## Robert O. MacNie

**Robert O. MacNie**, our old friend and long-time member, passed away suddenly at his home in Wayzata on May 31 of natural causes at age 73. He was born September 18, 1910 in Minneapolis and lived in this area all his life. His remains were cremated and interred at Lakewood Cemetery, Minneapolis.

Bob was a quiet, unassuming guy who smiled and offered his friendship without hesitation. If one didn't ask, he would not know that Bob held an MBA from Harvard (after graduating from Yale University) and had finished a successful financial career, or that he had an encyclopedic knowledge and affection for our hobby.

Bob was a loyal supporter, officer and participant in various activities of the Minnesota Railfans Association since the early 1950s and later with the Minnesota Transportation Museum since 1970 and has contributed much to the success MTM enjoys today. Bob served as museum treasurer for three years, quietly and capably. He turned out regularly for crews at Lake Harriet and as car attendant on steam excursions. He regularly kept us solvent with cash donations. He was unfailingly friendly and helpful.

During a trip to Duluth, Bob told me of his youth before World War I, when he and his family spent their summers on Casco Point on Lake Minnetonka. He told how the streetcars and express boats were part of people's lives, and what a joy they were to him personally. His vivid description made that scene come alive for me for the first time, and I appreciate it. We will miss him.

On June 16, with Bob's dedication to MTM in mind, his ashes were placed aboard TCRT streetcar 1300 and carried from 42nd and Queen Av. S. via the car barn area under the Linden Hills bridge to 37th St. at the north end of the Como-Harriet Streetcar Line. There, Lakewood's cemetery gate was opened and Bob's ashes were carried into the cemetery for interment.

He is survived by an older brother, Dr. John Jr., of Los Gatos, Calif. and cousins in Connecticut.

**Bill Graham**  
(**Ray Bensen Sr.** also contributed to this article.)



## Membership Keeps Climbing

In the May/June issue of the **Minne-gazette**, it was reported that our membership had reached 707 members. That was the total on April 10 when 101 members unpaid for 1984 were dropped. That is why the 1984 MTM membership directory listed only 606 members—as of April 23. Subsequently, 51 members renewed after the final cutoff for the May/June **Minne-gazette** but were furnished a copy when reinstated.

As of June 12, our total paid-up membership for 1984 is 663 of which 41 percent are Active members, 31 percent Family status and 28 percent Associate, plus one Corporate membership. There's a very good chance that the membership total will soar past 707 this year—another new high for the museum.

Eighteen out-of-town members have subscribed to First Class mailing service of the **Minne-gazette** which began with the March/April issue. Members as far away as Norway and Saudi Arabia now receive their copy within a week of mailing.

**Ray Bensen Sr.**  
Membership Secretary



Among the 20 MTM members attending the special memorial "streetcar service" for Bob MacNie on June 16 were (front row, from left) Herb Pinske, Loren Martin, Blair Dollery and Ray Bensen Sr.; (second row) Bob Schumacher and Timothy W. Boese of Welander-Quist-Davies (holding



the urn). When Como-Harriet streetcar 1300 arrived at Lake Calhoun Station, MacNie's ashes were brought into Lakewood Cemetery by Boese, left, and Ken Royer, the Personal Representative. Photos by Loren Martin.



## Como-Harriet and TCRT Abandonments Feedback

The Como-Harriet/30th anniversary of the end of TCRT streetcar operations special double issue of the May/June **Minnegazette** generated many favorable comments. Thank you for your letters and phone calls. We hope it enlightened everyone to what it was like on that sad occasion 30 years ago when the Twin Cities unnecessarily lost a great street railway system and the legendary Como-Harriet line.

Time has shown that the streetcar abandonment was a big mistake that should not have been allowed to happen — and one that may cost millions to correct.

As always, the photos and stories prompt members to point out errors or, at least, differences of opinion as to the dates and/or locations of certain photographs — many of which are listed in the following paragraphs. We don't know which photo captions are correct, so we'll let you be the judge.

**Tom Rollo** believes that the right-hand photo at the bottom of page 24 shows streetcar 1645 heading east on the right-of-way towards Upton from Xerxes rather than west towards France Av. because St. Thomas Church (located between Upton and Xerxes) dominates the background.

The upper photo on page 29 shows Como-Harriet car 1316 at 9th and Wabasha rather than at 7th and Wabasha (the single track is the giveaway). If that's the case, then Como-Harriet cars made counter-clockwise loops around downtown St. Paul (in 1953) rather than clockwise loops.

A postscript to the photo caption at the bottom of page 29 which showed the stairway at the Linden Hills bridge: the railing was repaired this spring and the stairway has been reopened to the public (although MTM motormen found a way to use the stairway to get to the carbarns the last couple of years anyway).

**Gordon Bassett** believes that the left-hand photo at the bottom of page 32 shows Como-Harriet PCC car 429 on Como Av. already in St. Paul and not still in Minneapolis as it approached Eustis St. about a block away. He says that the Minnesota Transfer Railway track can be seen behind the car at the far left. This point today is about where highway 280 crosses Como Av.

**Lowell Wood** reports that fellow member **Earl Anderson** took the same picture of Como-Harriet U.S. Mail shuttle car 1320 on page 35 at 44th and France about five seconds later so has a slightly different view. But Earl says that he took the picture in 1943, not 1946.

The manhole cover in the sidewalk at Lake Harriet Station doesn't read "TCRT" as reported on page 9. It's more specific than that. It reads "MPLS. ST. RY. CO."

**Dennis Johnson** asked why I didn't finish off the TCRT abandonment story with the conviction and sentencing of TCRT president Fred Ossanna for fraud in his handling of the street railway pillage. I would have loved to, believe me, but I didn't have any clippings or stories on which to base a recap. Perhaps you members can fill us in with the sordid details and we can relay it to you in a future issue.

**Thomas Balcom**, a writer for the *Southside Journal* newspaper in southwest Minneapolis, should have received a big "thank you" on page 18 for his research and reporting on the history of the Lake Harriet band pavilions and related streetcar traffic stories that appeared on pages 9, 10 and 11.

Balcom also suggested that the museum and Minneapolis Park Board combine to produce and sell a booklet detailing the history of the Como-Harriet Streetcar Line and Lake Harriet pavilions with the proceeds going towards a streetcar passenger station at 42nd St. and a new Lake Harriet band pavilion. He'd be interested in assisting the museum on such a project.

**Steven Glischinski** suggested that the May/June issue of the **Minnegazette** be sent to the Minnesota Historical Society for their archives as a source of reference material for those looking back at those last days of the yellow cars in the future. The Minnesota Historical Society is on MTM's mailing list and they presumably

save all of our issues.

The Como-Harriet portion of the May/June **Minnegazette** may be made into a souvenir magazine similar to the 328 *Restored* magazine which is sold at the museum's railroad operations.

**Ben Curry** pointed out a misleading photo caption on the engine 2156 boiler photo in the upper left photo on page 5. The caption implies that the nozzle and baffles were removed from the inside of the boiler. Like Ben says, "A lot of good the nozzle and baffles would do for a steam engine *inside* the boiler."

TCRT used a certain style of iron grille fencing to separate the tracks as shown in the Lake Harriet Station photo on page 18 and the Como Park photo on page 19. Now look at the fencing surrounding NP engine 2156 in Como Park in the 1955 photo on page 4. It appears that Como Park retained TCRT's separator fence when the Como-Harriet line was abandoned in St. Paul (and Como Park) in 1953 and used it to enclose 2156 when it was placed on display in Como Park in 1954.

Lastly, I want to share the museum's loss of long-time member and railfan **Bob MacNie**. He was one of the 18 railfans identified on page 20 as riding on TCRT's "last trip" special on June 19, 1954. It's because of fine people like MacNie that the MTM is the solid, dedicated organization of volunteers it is today. He will be missed.

**Fred Rhodes**  
Editor



Como-Harriet PCC car 359, bearing the sign, "Como Ave. to Eustis," eastbound on W. 44th St., just after crossing France Av. from the right-of-way to Brookside Av. in July 1953. After about a block on the street, the PCC is about to regain the private right-of-way to Lake Harriet, Lake Calhoun and on to downtown Minneapolis and to the city limits of St. Paul. Photo by C. R. Scholes.

## "Steam On Stone" Prints Still Available

Full-color prints of well-known railroad painter Larry Fisher's *Steam On Stone* are still available. The 19¾-in. by 25-in. prints are superbly detailed on 80-pound coated and embossed stock. The signed and serialized limited-edition lithographed prints, featuring Northern Pacific steam engine 2156 hauling the North Coast Limited passenger train across the Stone Arch Bridge in downtown Minneapolis in the winter of 1920, have been made available to the public to help raise \$30,000 for the restoration of engine 2156, now at the Minnesota Transfer Railway Roundhouse in St. Paul.

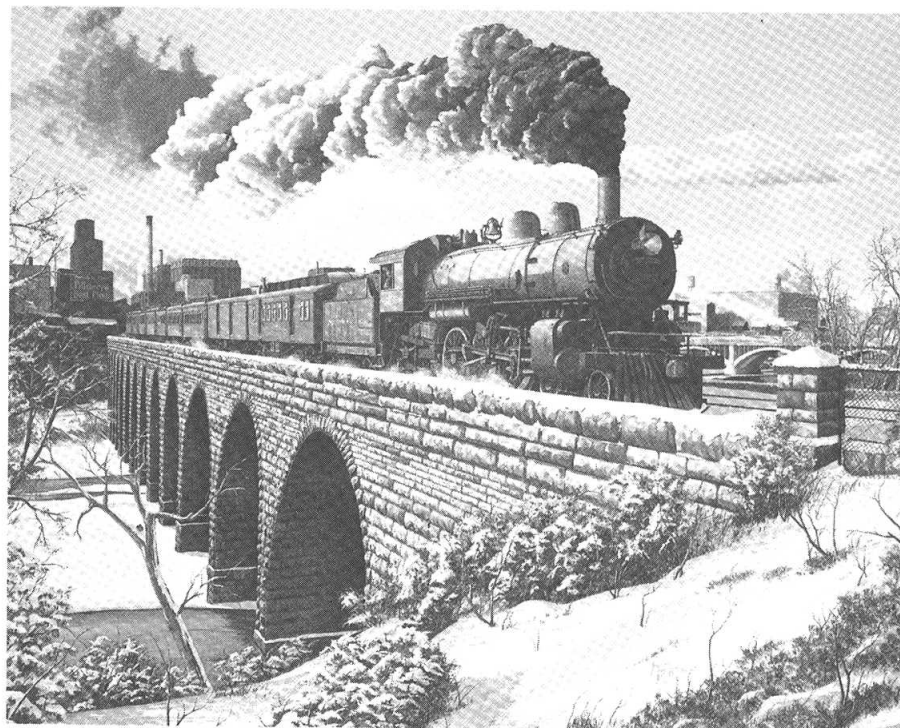
Each print is serially-numbered (from 86 to 585) and you may choose the number that you want. (Note: Print No. 328 has already been sold.)

Cost of the prints are \$135 each (plus \$6 shipping and handling) with nearly half of each print price (\$60) going to the Minnesota Transportation Museum for the restoration of the 2156. The \$60 is a *tax-deductible* contribution. The sale of all 500 prints would realize \$30,000 for the restoration.

Send a check or money order made out to **L. Fisher Prints** for \$141 (\$135 for the lithograph and \$6 for shipping and handling) to:

L. Fisher Prints  
1720 Fourth Street SW  
Minot, ND 58701

Be sure to include the number of the print that you want (numbers between 86 through 585 available on a first come/first served basis).



"Steam On Stone" painting by Larry Fisher.

## Thanks for the Service, MTM!

Dear Members of MTM:

Thank you for the courtesy you extended to me in obtaining the ticket for the ride Saturday, May 19.

Thank you, all of you MTM members who made the trip possible. Without the hours of work you put in, there would have been no trip.

The flowers in the vases, in the Diner, were the real thing, a very nice touch to a very good meal. The cooks could have made any man happy.

And let us not forget the engine crew. God bless them, they did a fine job. The stack music and the whistle brought back memories you just don't want to forget.

Once more, thanks to the whole crew, every one of you.

Most sincerely,  
**Marvin S. Nauman**  
Chippewa Falls, Wisconsin

(Ed Note: Since Mr. Nauman wrote this letter, he has become a member of MTM and has helped us on our railroad operations. It pays to please our passengers!)



## Carbarn Construction to Sidetrack CHSL Early

Sorry, no fall colors will be seen from the open windows of the Como-Harriet's two streetcars this fall. Construction of the museum's third carbarn is scheduled to begin the week of September 16, necessitating an early shutdown of the popular carline.

The early construction start will assure completion of the major portion of the new building before winter sets in. The third carbarn will be added to the west side of the second carbarn built four years ago. Doorways will be cut through to allow passage from barn to the other. The new barn will straddle the mainline track that comes out of the original carbarn (or "ready barn")

that is underneath the Linden Hills bridge. The new carbarn will have doors at each end of it to allow passage from the ready barn.

The new carbarn will give the museum the room needed to move its third streetcar into the area for restoration, an 1893 Duluth 30-foot, single-truck LaCleda-built streetcar, No. 78. The car and running gear are sitting in two different locations waiting anxiously to be moved. The barn could also serve as a home for a PCC car, should one suddenly arrive. At any rate, don't put off that streetcar ride too long this summer and fall.



## Cable Cars Rolling Again in S.F.

San Francisco's fabled cable cars returned to the streets of the city on June 3 after a 20-month absence. The three lines were shut down in September 1982 for a long-overdue rehabilitation program which involved every aspect of the system.

The cables which run under the 69 blocks of city streets were replaced, new motors to

pull the cables were installed, new rails were laid, and the 44 cable cars and the carbarn itself was refurbished.

Did you see the picture in the newspaper showing thousands of people swarming around the cable cars in Union Square? Can you imagine a crowd like that around a bus? The magic of old streetcars still

exists. It's unfortunate we missed our chance to keep them running in regular service here.

If you had been putting off your visit to the Bay Area during the absence of the little colorful railed hill-climbers, wait no more — the cable cars are back!



This brief but rare three-observation-car lashup occurred the evening of October 7, 1972 at Burlington Northern Station in downtown Minneapolis shortly after the arrival from Chicago of Amtrak's train number 9, the North Coast Hiawatha. In the center is Twin Cities Club (ex-NP parlor-observation-sleeper number 394 Montana Club from the North Coast Limited). The private varnish of The 48 Company (John Goodman, Bill Cordes, et al) was being removed from the end of number 9 after making a one-day round-trip sojourn to LaCrosse, Wis. for Oktoberfest. Also coming off the Hiawatha that day was Silver Terrace, right, the former Denver Zephyr dome-parlor-observation car which here

brought up the rear of the daily Chicago-Twin Cities run of the Hiawatha (in partnership with sister car Silver Veranda). A half-hour later, number 9 headed west for Seattle with dome-parlor-observation-sleeper Silver Horizon (ex-California Zephyr), left, bringing up the rear as far as Spokane, where number 9 combined with the Empire Builder for the run to Seattle. Silver Horizon and sister car Silver Solarium were then assigned to the thrice-weekly run of Amtrak's trains number 9 and 10, the North Coast Hiawathas, between the Twin Cities and Seattle. Photo by Dennis Johnson.

## California to Get More LRT Lines

It has been a few years since you last heard from me. To refresh your memory, I am the retired San Francisco-New York trolley, elevated railroad and subway motorman whose letter you published in your November/December 1980 issue.

My sister lives in or near Fort Lauderdale, Fla. and knows of my interest in trolleys and, somewhat, in boats. Recently, she sent me an article and it brought to mind the article in one of your issues about the raising of one of the "streetcar" boats in Lake Minnetonka. It might be wise for the museum to look into possible acquisition of the boat as a tie-in with the trolley. If there are no real boat buffs in the organization, and you could still get it, then it would be wise to put it under cover and protected until such time when one would show up and has an authentic background, in boat restoration *and* operation. Anyway, that is my suggestion.

In other news, the famed San Francisco cable car lines are back. This summer will see a return of the old streetcars back on Market St. as last year's Trolley Car Festival was a great success. I understand that MUNI Ry. is going to purchase 10 former Melbourne, Australia cars to run on Market St. and perhaps on their new waterfront (Embarcadero) line that will relieve the

loads on the Powell St. cable lines, since both the lines will run from downtown to Fisherman's Wharf, the trolley line over the former Belt Line freight tracks.

Trolley cars disappeared in San Jose about 1938 but now they will be returning soon! The city has received federal funding to build an LRV line through the Guadalupe Corridor serving the computer factories of the Santa Clara (Silicone) Valley.

Recently, a house built around two former cars that were sold about 1934 or so, was knocked down and the cars, plus one stored at the California Railroad Museum at Rio Vista have been placed in a new "trolley barn" in Kelley Park where all three, plus three others soon to arrive, including a former San Jose Birney, will be restored and operate in a downtown loop as a tourist attraction, in addition to trips over the rest of the new system for charter! So, in the land of the automobile, the electric railways are returning as witness, SF MUNI, BART, San Jose and San Diego, plus Sacramento. Nowhere else in America are there so many new electric railways coming into being.

Well, that's it from here. I am busy in retirement preparing my 200,000 ft of movies for showings out here to nonprofit

groups and for fund-raising purposes. Its all in 16mm and will be with sound tracks. Good luck with your restoration work and keep those member-retired motormen busy in your museum and with the local women, both are good for them!

Tractionally,  
**George E. Horn**  
Mountain View, California



## Oak-yes, Como-no, Hopkins-NEVER!

I grew up near Lake Harriet on Upton Av., three blocks from the Xerxes Av. carline. In 1947, when I was nearly 5, Mom taught me to take the **Oak-Harriet** car by myself to my piano lesson at 34th And Holmes Av. Going was no trick. Returning was something of a problem, since I had not learned to read, and I had to flag an **Oak-Harriet** car at 34th St. Mom taught me to watch for the letters **O-A-K** on the destination sign, and never to take a car that said **C-O-M-O**, which would drop me in someplace called Edina. She also told me absolutely never to take a car that said **H-O-P-K-I-N-S**.

One chilly fall afternoon, the piano teacher's house was locked, a real disappointment, since I needed to use her bathroom. I walked back to the carline, standing on one leg and the other, while a steady flow of cars passed, all marked **C-O-M-O**. In desperation, I decided I would have to walk home, about three miles, since I could not stand it any longer. Of course, the streetcar tracks went where I wanted to go, so getting lost was no concern.

The evening rush hour was getting underway. Cars whistled by as I trudged along the ditch, over the viaduct, by the cemetery, and through the Glen. Some slowed and rang their bells, but none stopped. I notice that they lightened up the woods for an instant with a yellow glow.

I told my folks how simple it was to get home by following the streetcar tracks. Mom phone the police to call off the emergency, and I headed upstairs to the bathroom.

**Bill Graham**  
Minneapolis



**Car 265 stopped at Lake Calhoun Station by Lakewood Cemetery, the northern end of the Como-Harriet Streetcar Line at about 37th St. during the Memorial Day weekend. It is hoped that the streetcar line can be extended from this point northward to Lake St. someday. It would involve diagonally crossing (or operating on) E. Lake Calhoun Parkway (foreground). Photo by Aaron Isaacs.**



## TWIN CITY RAPID TRANSIT COMPANY.

## STATEMENT OF FREE TRANSPORTATION REDEEMED.

Dec 28, 1902.

MINNEAPOLIS DIVISION	ROADMASTER	OPERATING	MECHANICAL	AMUSEMENTS	SPECIAL	COMPLIMENTARY			TOTAL
						BOOK	STRIP		
4th Ave. So. and 6th Ave. No.									
4th Ave. So. "Short Line."									
8th and Central Aves.									
8th Ave. "Short Line"									
Plymouth and Bloomington.									
Cedar and Emerson.									
Cedar Ave. "Short Line."									
Minnehaha Falls.									
Oak and Kenwood.									
Bryn Mawr and 8th St. S. E.									
Hennepin Local.									
Western Ave. and 2nd St. N. E.									
Monroe and Lyndale.									
Wash. Park and Camden Place.									
1st Ave. So. and 20th. Ave. No.									
1st Ave. "Short Line."									
Columbia Heights.									
Total									
ST. PAUL DIVISION									
Selby Ave. Line.									
Lafayette and Grand.									
Rice, State and Concord.									
7th St. and Ft. Snelling.									
Mississippi and West St. Paul.									
Stryker Ave.									
Hamline and Jackson.									
Marin and Rondo.									
Como Local.									
Union Depot Loop.									
Total									
INTERURBAN DIVISION.									
Interurban, Minneapolis Div.									
Interurban, St. Paul Division.									
Total									
COMO-INTERURBAN DIVISION									
Como-Interurban, Mpls. Div.									
Como-Interurban, St. Paul Div.									
Total									
STILLWATER DIVISION									
Stillwater Interurban, Still. Div.									
Stillwater Interurban, St. Paul Div.									
Owen Street.									
Wilkin Street.									
South 3rd Street.									
Mahomedl.									
Total									
Grand Total									

Paperwork was just as abundant in 1903 as it is today as shown by this "Statement of Free Transportation Redeemed" form used by TCRT at the turn of the century. The company kept very detailed records of all phases of street-car operation. Form from the Bob Bowes collection.

REMARKS.

Date 192 Car No. 192**CONDUCTOR**

No. \_\_\_\_\_

Relieved by  
Conductor No.

### Punch Mark

TRANSFERS ISSUED		FARE BOX	CASH FARES	TICKETS and TRANSFERS
Series No. ....			..... Register at Ending.....	
Ending No. ....			..... Register at Commencing ..	
Commencing No. ....			..... Fares Registered .....	
Total .....	Fare Box No. ....	\$ .....	CASH { TOTALS } Tickets & Transfers	
		\$ .....	Cash Received. Clerk .....	

[illegible]

\_\_\_\_\_, hereby certify, that line, date, time, trips and runs as shown above are correct.

RUN No.

I hereby certify that all information shown above is correct.

Motorman No.

Conductor No. 5

WRITE REMARKS ON BACK

**In addition to collecting cash, tokens and transfers from passengers passing through the rear gates of Como-Harriet and Como-Hopkins streetcars in the 1920s, the conductor**

had to fill out an elaborate trip sheet which outlined each type of transaction. The form is shown about 65 percent of actual size. Form from the Bob Bowes collection.

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minnegazette** magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343





# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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